Triumph Mayflower Club

MEMBERSHIP WORLDWIDE

WINTER ISSUE 1995 (No. 78)

FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1995-96

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VICE CHAIRMAN	Peter Benfield Low Beck, Cow Lane Middleton Tyas Richmond N. Yorks DL10 6RG
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall, West Midlands WS1 2QG Tel: (01922) 33042
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ORDINARY MEMBER No. 1	John Oglesby
ORDINARY MEMBER No. 2	Forbes Alexander
ORDINARY MEMBER No. 3	Howard Pryor Tel: 0181-440 8623
ORDINARY MEMBER No. 4	Paul Norton

When writing to a committee member and you require a reply,.please enclose a Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

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Cover photo: Peter Dale's daughter with his Mayflower she has named "Clare"

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

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EDITORIAL

Time for restoring

AUTUMN HAS arrived and with it the short days that herald winter. Now is the time to brave the cold and make progress on the next restoration project. Or are we mad? Don't answer that!

I am slowly progressing the work on my second Flower — NTA 178 — the engine rebuild is almost complete. Hopefully it will be completed by the end of the year.

The car is now under a tarpaulin in the garden. I have removed the petrol tank, checked it and painted it. The radiator has been renovated with a new core installed and now stored in the roof of the garage.

The wiring has been removed from the car, and a new wiring loom is ready for installation. The body is almost stripped out — just the glass to remove — and I hope to be able to strip off and send out for spraying early next year.

I have purchased the spares from the club to enable me to replace all the brake cylinders and shoes and I have invested in a set of Automec copper pipes and silicone brake fluid.

I have also obtained the replacement parts for the suspension rebuild — track rod ends, ball joints, shockers, bushes etc. The only thing I'm short of is time . . .

Exhausting

You may recall that I mentioned in the Autumn magazine that the exhaust flange on JBD 807 came apart on my way home from the annual rally.

In urgent need, I was fortunate to obtain a genuine Stanpart front pipe from a fellow member — Bob Collins — who lives nearby. As you can see from the photograph below, it is quite different from the one

that failed. Motto, always check new parts against the old ones, before you throw the old ones away.

I would like to send a very big "thank you" to every one of you who contributed to the magazine in 1995. Together we have been able to produce a much more 'clubby' and friendly set of magazines this year. Please do keep sending your contributions in. I love getting up to a stack of letters and photos arriving in the post to be read and responded to. That's what keeps me doing this job.

By the time you read this edition Christmas will be almost upon us once again. On behalf of the Club may I wish you all a Very Merry Christmas and a Happy and Prosperous New Year — 1996.

Can you see it!

The little sailing dinghy in the foreground was photographed on the river at Christchurch in Hampshire. It is called 'Mayflower' — but unless you have a very strong magnifying glass you will have to take my word for it —- Ed.

The motorist's prayer

O Lord, help me to drive with a steady hand, a sure eye and a perfect control, so that I might bring no harm to others using the same roads. Thou art the Author of life; therefore I beseech Thee, permit me not to be the cause of the death of any one of those for whom Thou hast given Thy life. Protect, O Lord, those who accompany me from every mishap or accident. Teach me to make use of this machine for my fellow man's welfare and to curb my desire for excessive speed. May the beauty of this world Thou hast created, together with the joy of Thy Grace, ever accompany me in my travels. Amen.

[I found this when clearing out recently. It belonged to my grandfather. I suppose that it is fairly contemporary to the Mayflower, as it is dated 7th September 1956. How times change — Ed]

CROSS KEYS HOTEL

Offers to members

BARGAIN BREAKS

Get away from it all for a weekend

* 2 nights in En-Suite Room *
including Full English Breakfast
and 4 course Dinner in our Restaurant

* All rooms 3 Crown Commended
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22nd & 23rd JUNE 1996

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Make it a Mayflower weekend

16 Market Hill, Chatteris, Cambs
At the junction of the A141 and the A142

TEL: 01354 693036 FAX: 01354 693036

Phone us for a brochure now

18th Annual British Car Meet

El Camino Park, Palo Alto, California

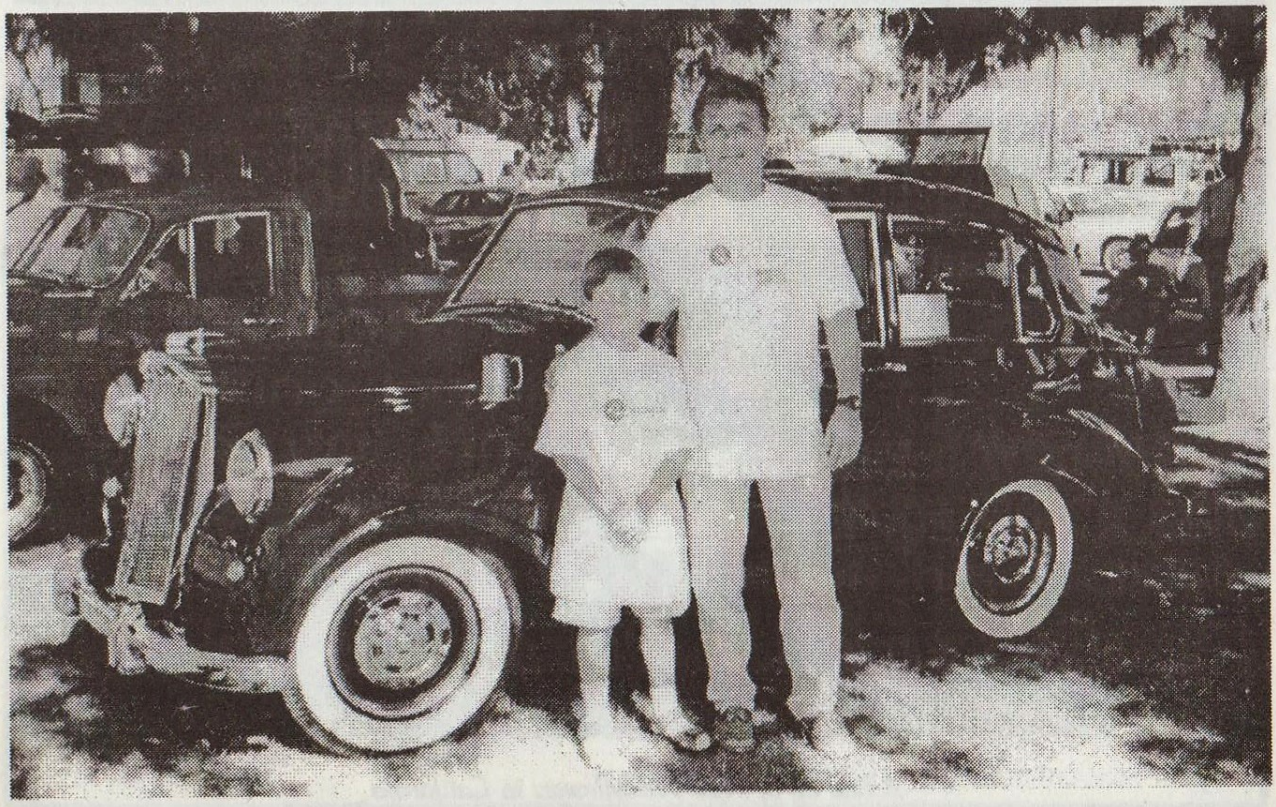
Peter Panagotacos, MD, a San Francisco dermatologist and widely-known national authority in the subject of hair transplantation, took first prize at the show with his 1953 Triumph Mayflower electric conversion last Sunday, September 10.

The event, which is the foremost British motorcar event in California, attracts 550 to 600 enthusastic entrants with friends, to enjoy British automotive history, British food, dogs and people's choice awards.

Dr Panagotacos owns the largest Triumph Mayflower collection in the world and also collects African art. In addition, he is actively involved in "Save the Pygmies" an organisation dedicated to preserving these, the oldest living humans.

What do pygmies have to do with "motor cars"? Nothing, it is another unusual interest for a man whose dedication and concern for others has taken him to the top in his chosen field. He has skillfully pursued his career in dermatology and hair transplantation at the same location on Union Street in San Francisco for over 20 years.

Paul V. Morris
West America Marketing



. . . and a note from Peter

THE Mayflower was originally built by Triumph to compete with the VW Beetle. It's motor however, was only 38 hp and the aluminum flat head design led to frequent blown head gaskets and warped heads.

They were built from 1950 to 1953. Thirty-seven thousand were built and 1,000 were sent to the US. There are probably less than 600 left on the road worldwide.

I was given one as a wedding present in 1961. I reupholstered, rewired and painted it and rebuilt the motor twice, changed head gaskets four times, planed the head twice and changed the head once before finally giving up.

I put the car in storage for 25 years. However, I was able to drive it from Los Angeles to Eugene, Oregon, back to Los Angeles in 1962 and finally to Washington, DC in 1963. It was while I was a medical student in Washington, DC that I could not find the time to continue the repairs.

Five years ago, after looking for parts, I found it was easier to buy used Mayflowers for parts. I ended up owning seven 1953 Mayflowers, four left-hand and three right-hand drive. Three are part cars, three are original. Two look brand new after major restoration, another owned originally by Eleanor Funk of Funk and Wagnall's Dictionary and was in the Ford Museum in Detroit for years. It has the original motor and paint and only 38,000 miles on the odometer.

I converted my original Mayflower to an electric automobile and instead of having a panic reaction while on the freeway with a 38 hp engine that could only

A line up of Peter's Mayflowers in California

go 55 mph, I now can cruise at 70 mph, with a 70 hp electric motor.

It has a nine inch Advanced DC 120 volt motor powered by ten US Battery No. 1450 Deep Cycle 12 volt batteries. I am using a Curtis Controller 1221 B, with a K & W BC20 on board charger and a SevCon DC converter unit to charge the auxillary battery from the main system.

To help me with the conversion I had Mike Slominski of Mike's Auto Care of San Mateo, Ca, as a consultant and Bill Eck of Auto Cellular of Half Moon Bay, Ca, actually doing most of the modifications.

Sincerely,
Peter Panagotacos
2001 Union Street #480
San Francisco, Ca 94123, USA

Peter with his three cars at the 18th Annual British Car Meet

For all your Printing and Stationery requirements consult

Goler Graphics

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FLOWER POWER

Driver and Vehicle Licensing Agency
Driver and Vehicle Licensing Centre
Driver and Vehicle Policy Group
Longview Road
Swansea
SA6 7JL

GTN 1213 2053
Telex 48102

Telephone 01792 782053
Fax 01792 782056

Dear Editor

Owning, restoring and running classic vehicles has never been more popular. The number and variety of advertisements in specialist magazines reflects a healthy market in vehicles, parts and services. As a regular reader, a keen observer of the classic vehicle movement and as head of the policy group in DVLA responsible for reuniting old vehicles with their registration marks, I frequently scan your classified ads.

I am rather concerned to see an increasing number of advertisements offering "shells and logbooks" for sale or offering to buy or sell logbooks, particularly for older vehicles. I enclose some examples.

A market in logbooks, whether or not associated with shells, genuine or otherwise, is unacceptable. It can provide the unscrupulous with the raw material for "ringing" vehicles. This is arguably the worst form of car related criminal activity and appears to be becoming more of a problem in the classic vehicle market. And it can encourage the replication of classic vehicles which are then passed off to unsuspecting purchasers.

A logbook offered with a shell can serve no legitimate purpose other than to authenticate the origins of the shell. No vehicle built up from a bare second hand shell will be allowed to retain the registration mark originally allocated to the vehicle so the logbook or V5 will have no value in that respect. And advertisements offering to buy or sell logbooks or V5s should be treated with particular suspicion. Anyone offering a logbook or V5 for sale should be prepared to state the registration mark and have it passed to DVLA. Similarly anyone offering to buy V5s or old style logbooks should be prepared to have any responses routed via a box number and the registration marks notified to DVLA. Rest assured, any notified to us will not be re-issued.

This trade in logbooks is a threat to the classic vehicle movement. It can result in enthusiasts being defrauded and it can cast doubt on the authenticity of vehicles. I hope you will join with DVLA and other club and commercial magazine editors to whom I have written, in helping to stop this trade. One positive step you could take would be to make it clear to advertisers that advertisements including offers to buy or sell logbooks (whether or not associated with shells) will not be accepted.

Yours faithfully

Bob Oliver

R OLIVER
HEAD OF DRIVER AND VEHICLE POLICY GROUP

An executive agency of THE DEPARTMENT OF TRANSPORT

The Great Northern Rally

by Martin Bishop

REMEMBER those warm Summer days? Yes, it was on one of those really nice days that we had our Northern Rally, Sunday 10th September to be exact.

It was only a small gathering of members and cars that got together at 'The Mayflower' Pub in a little village called Austerfield, near Doncaster.

Thanks are due to John Oglesby, who booked the venue, and lives approximately two miles away from the pub. He said it is one of his 'locals'.

Just Five Mayflowers turned out with their loving owner's, but at least as many members again came along without their Flowers. Myself included. I saw lots of new faces and I had never seen any of the cars before apart from Peter Benfield's immaculate grey KSK 804.

The other Mayflowers that were present belonged to Steve Coulman, RUB 844 (formerly Ron Churcher's car and soon to be improved even further); Thomas Brailsford, JMW 693; Tony Thorpe from Burton on Trent, NLM 888; and one other who's details I've mislaid — Please write in and let us know who you were.

Without cars

There were several members without cars who claimed to be just finishing restorations. So next year should bring even more

Steve Coulman keeping guard at the Northern Rally whilst eyeing up Peter's car

Mayflowers out of hiding. Including mine.

We had a lovely pub lunch together and a 'half of Shandy" and although some set off home then a few of us went for a 'fun run' around Austerfield, stopping off at John and Tracy Oglesby's home for a cup of tea half way round. Thanks John and Tracy.

I went round with Peter Benfield in KSF 804, mainly to see if mine, FDO 434, has as good a ride. They are all the same but they are all different, if you know what I mean.

Getting back to the pub car park about 4.00 pm we found that my car, a modern one, was locked behind iron gates. The pub had closed and the landlord had gone out. I had a long wait, and finally got home after 8 pm. Never mind it was a good day. So thanks everybody who turned up. I will see you all next year in FDO 434.

Five Mayflowers in 'The Mayflower' pub car park

FOR SALE

TRIUMPH MAYFLOWER

Light blue with blue leather interior. The car is intact and needs a total renovation, or would make a good donor car. I would be prepared to sell parts of it as spares. I am looking in the region of £200

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Front Exhaust Pipe Assembly Part No. 300505 Price £22.50
Tail Exhaust Pipe Part No. 300162 Price £20.70
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Available from the Spares Secretary

ADVANCE EVENT INFORMATION FOR 1996 FROM CLASSIC PROMOTIONS UK Ltd

21st APRIL — **Tour of the Peaks** (START BUXTON, FINISH CHATSWORTH)

11th / 12th MAY — **Oulton Park Classic Car Show.**

9th Year. Plus AUTOJUMBLE, CAVALCADES, CLASSIC VEHICLE SWOPMEET, LIVE COMMENTARY INTERVIEWS, ENTERTAINMENT, CAMPING, CONCOURS

9th JUNE — **3rd Witches of Pendle Classic Tour**

15th / 16th JUNE — **Harewood 'Fathers Day' Classic**

SAT 15th June - 2 AUCTIONS, PLUS TRADE DAY
SUN 16th June - FATHERS DAY SHOW, and ROAD RUN
HAREWOOD ROSE BOWL CONCOURS CHAMPIONSHIP.
AUTOJUMBLE, HOT AIR BALLOON, LIVE COMMENTARY INTERVIEWS, ARENA EVENTS, ENTERTAINMENT, ETC.

28th / 29th SEPT — **International Classic Sports and Performance Car Show**

Formerly the
MG, TRIUMPH and BRITISH SPORTSCAR SHOW
TABLEY HOUSE, KNUTSFORD, CHESHIRE.

PLEASE NOTE: This event is purposely designed as an End of Season 'BASH' / 'PARTY' WEEKEND for Regional / National SPORTSCAR CLUB GATHERINGS. FRIDAY NIGHT is QUIZ and KARAOKE NIGHT whilst SATURDAY NIGHT is FANCY DRESS and DISCO NIGHT.

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OR FAX US ON 0161 442 3048

OR WRITE TO Classic promotions UK Ltd, Oversank, 216 Heaton Moor Road, Stockport, SK4 4DU, CHESHIRE.

LETTERS

Car wanted

Dear Mr Benson,

Having been a member of the Club previously, back in the late 1970s, I am once again hoping to rejoin the club and to purchase another Mayflower in the near future.

Back in the 1970s I owned a Cornish registered one owner car PRL 222 which a dealer bought from me and subsequently sold to a collector in France. Is it still in France I wonder?

I have owned the larger Triumph models, the 2000 and the Renown on and off for nearly 25 years but am now on the look out for a Mayflower in very good condition, preferably grey but that's not essential. It would, however, complement my grey TDA. I did hear of a grey, low-mileage one appearing in an auction in Lancashire but was snapped up by a private buyer in the North of England before I could get my act together.

I'm looking for a car in very close to concours condition and would pay a good price for the right car.

I would anticipate rejoining the Club and using the car for local shows and TMC events and so it would certainly not be idle.

Is it possible for you to circulate my requirements? Bearing in mind my location, it would be an idea for potential sellers to phone me first for a chat, and then perhaps send me some photographs of the vehicle on offer, before I trek to another part of the country to view.

Thanks in anticipation
B. R. Murrish, Truro, Cornwall

[The advert is shown below, but I felt the letter too was worth printing — Ed.]

WANTED

BY ENTHUSIASTIC RAZOREDGE COLLECTOR

TRIUMPH MAYFLOWER

PREFERABLY GREY BUT NOT ESSENTIAL

CONCOURS CONDITION PREFERRED BUT MUST BE AT LEAST CONDITION ONE PLUS

GOOD PRICE PAID

PHOTOS NEEDED FOR INITIAL INSPECTION BUT WILL BE RETURNED

PHONE (BRIAN MURRISH) 01872 560477 (EVENINGS)
'TRE-BRON', NORTH HILL, CHACEWATER, TRURO, CORNWALL, UK

Letter from America . . .

Dear John (Oaker),

I am writing in to tell you a bit about our Mayflower. It was given to me by a friend of ours, he knows how crazy I am about funny looking cars, his words not mine!

He had seen the car in a garage, he asked the man if he would be interested in selling the car, he said not at this time. Reese asked him where he had gotten the car. He had seen it in a junk yard under a pile of tires. The owner sold it to him for $400.

He had kept it for a few years in his garage fully intending to restore it. However, one day the man called my friend Reese and said if you still want the car, come and get it. Reese said how much? The man told him he needed the space, just come and get it — so Reese did.

Well, Reese kept it for a few years an then he gave it to me.

Three more

I have been searching for about three years for information, parts or anything that I could get. We found a man in Massachusetts that had three but we had a very hard time getting them home. Another friend of ours has a brother that has a trucking company. He hauled them back for us for a small fortune but we have them now.

A helping hand!

Two parts cars, maybe three, and one to be put back to its original beginnings. It would be nice to get them all running again but it takes so much money that I'll be happy with just one that I can drive on the streets.

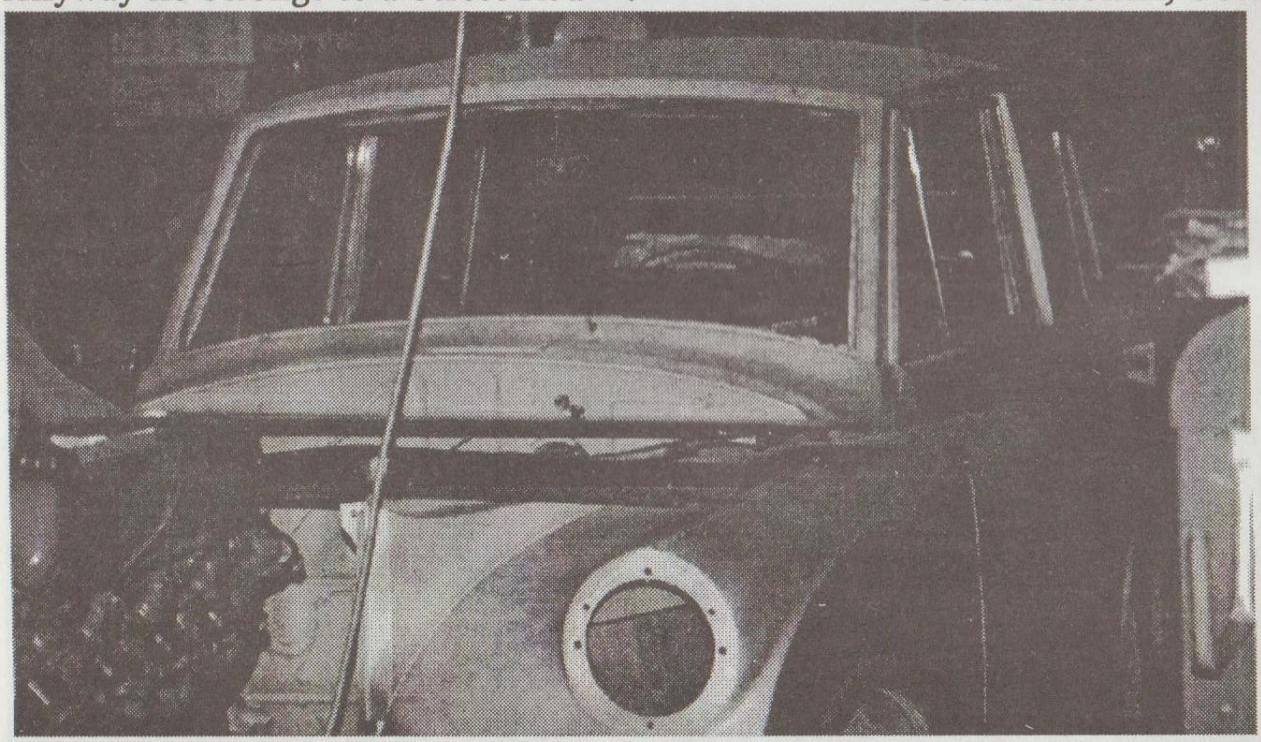
So that's the beginning of my excitement for Mayflowers and when the article came in the April edition of the Triumph magazine, well, I went into a small fit. Someone else likes them as much as I, and I will be able to see one running and can talk about them. Half the fun of having the car is talking and sharing an interest with other owners.

My husband and I live on a farm, so we are able to collect old cars. His dad had old Fords: a 1936, a 1940, a 1948 Cad, and I really can't remember what else. Anyway he belongs to a Street Rod Club here and they street ready 1950 and back, that's his passion.

If all goes well we can make one of the meetings next year and we can get an idea of how they are supposed to go back together. It seems we have most of the three engines and enough interchangeable resource in the area to get it on the road. If we could just see one running that would really make a difference.

John you have been so helpful. I enclose an international check for the club fees. If you have any information you think I need, please write. As you can see from the photos, not the greatest photo maker, but you can see I have a great love for them. Hope your summer goes well. Look forward to hearing from you.

Helen Collins, Member No 793
South Carolina, USA



This is the one I hope to restore. The body is very sound. Seats are still in good shape

Northern rally

Dear Phil,

I thought I would drop you a line to say how much I enjoyed the 'Northern get together' at The Mayflower Pub in Austerfield. The weather was great and so was the company.

It was the first time I had seen any 'Flowers' other than my own Ruby-May, or wrecks in scrap-yards. I found it most informative and have since put one or two matters right as far as Ruby-May is concerned.

I hope that we 'Northern Flower owners' can meet again soon in the New Year. perhaps at the same venue. I am willing to put my name forward to organise such an event if you would care to advertise the fact in Flower Power.

Brochure

I have recently acquired a colour advertising brochure for the Mayflower, dated October 1951, that may add further fuel to the fire on the question of hub caps (knave plates) and the inclusion, or not, of the enamelled globe. The colour print on the front shows a jade green Mayflower saloon car with touches of red, similar to that on the radiator grille, on the hub caps. As this brochure is an original factory colour issue I can only assume that globes on hub caps were an optional extra. I look forward to other members comments.

Keep up the good work!

Steve Coulman (785)
Scunthorpe

[Nice of you to offer to organise the next Northern Get Together - I have passed your letter on to Martin Bishop who will contact you shortly. Ed.]

SOLD

At the London Motor Show held at Earls Court recently a Triumph Mayflower, OBP 274, was sold at the Brookes Motor Auction for £950. This vehicle had not previously been the property of a club member so let's hope that the new owner joins.

. . . and Australia

Dear John (Oaker)

I've now suddenly got the courage to send in my subscription to TMC. I don't know why I leave it so late, last year I paid in September. I think converting our money into your money has a lot to do with it. I promise to send money at the end of April next year, like everybody else?

I'm still nuts over Mayflowers and at the moment I've got the engine out of mine for its second big rebuild in 15 years. I intend to

buy a Mayflower pick-up in a few weeks that has sat in a breaker's yard for about five years. Nobody loves it!! Hope to send photos on its restoration as time goes by.

John Phillips (Member 185)
16 Gloucester Road, Ashburton
3147 Melbourne, Australia

[Thanks for taking the trouble to write in to us. It's always very nice to hear from members from far afield. It really brings the club together. I look forward to printing some 'before' and 'after' pictures of your "Ute". I hope the engine I'm rebuilding lasts for 15 years before I have to do it again — Ed.]

Congratulations

To our Chairman, Tony Booth — winner of the Best Book Stall Award at the London Classic Car Show / Grand London Autojumble held at Kempton Park in September. Well done Tony.

Welcome to new members:

796
797
798
800
801
802

FOR SALE

TRIUMPH MAYFLOWER

HOUSE MOVE FORCES RELUCTANT SALE

Dark green with tan interior, engine stripped and overhauled five years ago. Front seats fully resprung and reupholstered. Needs small amount of welding for MoT

£750

Contact:

Tony Booth on 01865 63204

26 WHARTON ROAD
HEADINGTON
OXFORD OX3 8AH

buy a Mayflower pick-up in a few weeks that has sat in a breaker's yard for about five years. Nobody loves it!! Hope to send photos on its restoration as time goes by.

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Welcome to new members:

796 Terry Moreland, Hayfield House, 87 London Street, Chertsey, Surrey
797 Trevor Monk, 63 Greywell Court, Homer Close, Rowner, Gosport
798 John Glover, 18 Wellbrook Ave, Sileby, Loughborough, Leics
800 Ronald Norman, Rokeby Cottage, 5 Norfolk Farm Cottages, The Great Park, Ascot, SL5 7RZ
801 Terry Critchley, 11 Wynbank Close, Miles Green, Stoke-on-Trent
802 Leland Felix, 124 Leigh Circle, Hot Springs, Arkansas, USA

FOR SALE

TRIUMPH MAYFLOWER

HOUSE MOVE FORCES RELUCTANT SALE

Dark green with tan interior, engine stripped and overhauled five years ago. Front seats fully resprung and reupholstered. Needs small amount of welding for MoT

£750

Contact:

Tony Booth on 01865 63204

26 WHARTON ROAD
HEADINGTON
OXFORD OX3 8AH

An Invitation . . .

THE Triumph Roadster Club extends a warm invitation to all members of the Triumph Mayflower Club, Triumph Razoredge Club and Pre-1940 Triumph Club to attend its regional centre meetings. In order to make this invitation effective, the Triumph Roadster Club Committee has asked their centre secretaries to book dates further in advance and to pass details to the other three clubs in good time for inclusion in their magazines. The following details have been received to date:

Area	*Contact*	*Phone*
BRISTOL	Glyn Sparey, 6 Oaktree Gardens, Bishopsworth, Bristol BS13 8HX	01272 642773
EAST ANGLIA	Jonathon Soar, Jasmine Cottage, 49 Staithe Road, Martham, Great Yarmouth, Norfolk NR29 4PY for details of regular meetings at 'The Red Lion' Eaton	01493 748570
ESSEX	John Bellamy, 52 Dawson Avenue, Barking, Essex IG11 9PX for details of meetings last Tuesday each month at various pubs in Essex in rotation	0181-591 1929
GLOUCESTER	Laurie Mitchell, Cleveland House, Sun St, Cheltenham, Glos GL51 9AZ for details of meetings held at various locations	01242 519061
KENT & SURREY	Clive Mellor, 91 Farley Road, Selsden, Croydon, Surrey CR2 7NJ to confirm meetings at 8 pm on last Friday of each month at 'The Carpenters' Arms', Limpsfield Chart, Kent, before travelling	0181-651 5700
LONDON WEST	John Bellamy, 52 Dawson Avenue, Barking, Essex IG11 9PX for details of meetings the second Thursday each month at 8 pm at 'The Coach & Horses' Isleworth on the A315 (London Rd) near to the junction with the A310 (Twickenham Road)	0181-591 1929
LONDON SOUTH	The last Sunday in each month at 8 pm at 'The Marney Village Pond Inn (from the A309 to Hampton Court road, turn south at the 'Lamb and Star' for a few yards along Alma Road	
NORTH BUCKS	Michael Chapman, The Barns, Newton Blossomville, Turvey, Nr Bedford MK43 8AS or Colin Copcutt to confirm details of meetings on the last Thursday of each month	01234 881254 01525 374029
NORTHAMPTON	Bill Tuckey, 12 Glebe Way, Hardingstone, Northampton NN4 0DH for details of meetings in the area	01604 765630
NORTHERN	Mike Riley, 10 Stoneacre Court, Swinton, Lancs M27 1AP for details of meetings on second Wednesday of each month at 'The Wagon & Horses' West Houghton	0161-794 8688
SCOTLAND	Douglas Young, Lyndhurst, Gledstan Rd, Bishopton, Renfrewshire PA7 5AU for details of meetings in Scotland	01505 8624
SOUTHAMPTON	Janet Coleman, 7 Knoll Gardens, St Ives, Ringwood, Hants BH24 2LW for details	01425 473690
WALES	Colin Roberts, 71Pont-y-Castell, Barry, Glamorgan, S. Wales CF6 8QE for details	01493 748570
YORKSHIRE	Andrew Sykes, 24 Crowlees Road, Mirfield, W. Yorks WF14 9PJ for details	01924 493541

Maintaining a Mayflower

— Continued

REMOVAL OF the tappet cover plate, reveals the tappet blocks and the distributor/oil pump drive shaft. It is best to remove the tappet blocks but before this can be done it will be necessary to displace the drive shaft abutment bracket which is secured by two small bolts to the plate fitted between the two centre tappet block bolts.

Care must be taken here to prevent any shims fitted behind the abutment bracket from falling into the engine. It should also be noted that the two centre tappet block bolts are longer than the outer ones.

The cotters used are peculiar to the manufactures and consist of a circular plate with a central hole through which the valve stem passes.

There is an adjoining larger hole which breaks into the central hole and the method of removal is to compress the valve spring until the cotter is in line with a portion of the valve stem which is of reduced diameter.

The cotter is then pushed sideways so that the valve stem slips into the eccentric hole after which the valve spring is decompressed.

The principles of decarbonising have been frequently discussed before and any further description would only be repetitious but, if the faces of the tappet adjustment screws are badly indented, they should be replaced or alternatively the unworn perimeter can be removed with a grindstone or with emery cloth. Remember, worn tappet screws make tappet adjustment impossible.

Be sure not to overtighten the tappet locking nuts as it is fatally easy to crack the cast iron tappets. Before refitting the manifold, check that the drain pipe is not obstructed as this can cause difficult starting when the engine is hot.

The drilling in the manifold often becomes choked with hard carbon and can be cleared with a No. 60 drill.

Fitting pistons, oil control rings or big end bearings is possible without disturbing the cylinder head, the dismantling procedure being as follows.

Drain the oil in the engine and remove the sump after which the floating uptake for the oil pump can be dismantled by removing the cotter pin. With the sparking plugs removed, the big end cap on the connecting rod can be displaced after taking off the two split pinned nuts.

To remove the piston the big-end is raised slightly out of engagement with the crankshaft journal and then moved towards the offside of

the engine. The crankshaft is then turned through 90 degrees so that the journal points towards the nearside. It is then possible to lower the connecting rod until the piston is clear of the bore when it should be moved to the offside of the engine.

Top-dead-centre

If the crankshaft is then slowly rotated to bring the journal to top-dead-centre it will be possible to lower the piston through the constantly varying space between the crankshaft and the cylinder block.

Note that the big-ends are offset to the connecting rods. The correct position when refitting is for the wide offset on each pair of rods to face each other. Nos. 1 and 3 face rearwards whilst Nos. 2 and 4 face forwards. No. 1 cylinder is nearest to the radiator. Pistons must be fitted so that the split skirts face towards the nearside of the engine.

The oil pump floating uptake should be thoroughly washed in petrol prior to refittment as it is possible for the coarse mesh gauze to become choked and in severe cases this can cause a reduction in oil pressure.

When refitting the cotter pin to the oil pump, be sure to see that the uptake is not prevented from moving through its full range of movement due to the legs of the cotter pin fouling.

Such troubles can result in a loss of oil pressure except when the oil level is full and even then there can be a momentary loss of pressure when cornering. — *To be continued*

New member Leland Felix's Mayflower

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For Further Information:-
Ken Robinson or John Lemon
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The Annual Rally 1996

a special year . . .

NEXT YEAR is a special year for us Triumph aficionados. Firstly, we celebrate the 50th anniversary of the launch of the first of the range of Triumph Razoredge cars, the 1800 TD (or the "Town and Country" saloon as it was called).

This car appeared in the spring of 1946. We also celebrate the 21st anniversary of the launch of the Triumph Razoredge Club, with whom we have our joint annual rally every year.

To celebrate both of these events, the three Clubs representing the Razoredge cars — The Triumph Roadster Owners Club, The Triumph Razoredge Club and The Triumph Mayflower Club are holding a three way joint Rally in 199..

The venue is Stanford Hall near Lutterworth in Leicestershire which is pretty central for most of us. The rally will be held on Sunday July 7th starting at 12.00 noon. This will be a larger rally than usual and we hope for a large turn-out of Triumph cars. And of course, as always, we want to see those members without cars or whose cars are unable to attend, i.e. unfinished projects. Come anyway. Where else can you see another car like yours to check those little details? Please make it if you can. The three clubs have already started holding joint planning meetings. Ideas being worked on include a Dinky concours, Road Runs for Saturday or Sunday morning — possibly to include a visit to Canley, various displays, in addition to the previously popular driving tests and children's and adult's games.

Entertainment

Several parties have taken on various tasks to ensure that everything comes together on the big day. The Mayflower Club has been charged with providing the Children's entertainment for the day. Martin Bishop will co-ordinate the children's activities. If anyone is coming and has skills such as face painting, story telling etc, etc, and wish to volunteer to assist him on the day please ring Martin on 01234 857540

An invitation has been extended via the Rover Group to ex Standard Triumph personnel and present day manager's of Rover and BL Heritage have also been invited to attend along with members of the Classic Car Press. There should be lots of interesting people to meet.

For members wishing to make a weekend of it, Jennifer Langton of TROC is able to provide details of overnight accommodation at

special rates. Contact her on 01425 618074

In recent years, 'prize-giving' has taken almost an hour. This year, the customary raffle will be replaced by a Tombola, and only Club Concours awards, the best visitor's car award, and a prize for 'Best in Show' will be awarded at the end of the day. This should give us all more time to mix. The other Mayflower club awards will be presented separately, by our Chairman during the afternoon.

In order to anticipate numbers and be able to provide hospitality, probably in the form of a celebration cake and a toast to 50 years of Triumph we shall be issuing an entry form shortly. If the draft form arrives from TROC in time it will come out with this magazine If not it will be with the next one.

Please don't wait. Make your plans now, and remember to put the date in your 1996 diary as soon as you can.

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Please book direct on the above number

Letters

Dear John (Gogay)

Once again, let me say how pleasant it was to visit with you over the phone. It is so nice to visit with someone that has a "Flower" and shares the same problems with part availability that I do.

As per your instructions I have enclosed a personal cheque for membership in the Triumph Mayflower Club. I am very interested in whatever printed information you may have such as repair manuals.

I have included a picture of "Flower" (see page 19) as I found her and if anyone is interested I will be glad to send pictures of her "face lift" as it progresses.

Thanks again for being helpful,
Sincerely, Leland Felix
Hot Springs, Arkansas, USA

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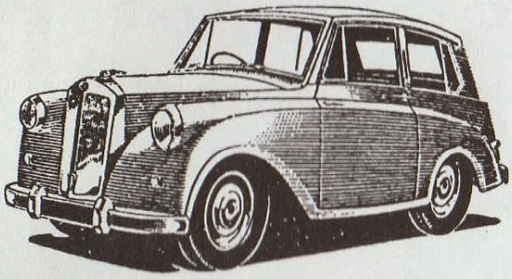

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STOP PRESS

I'm sure you've all heard the good news in the Budget about classic cars over 25 years old being zero-rated for road fund licences. The club would like to thank all those who took the time to write in to the licensing authority and put our case.

NOTICE OF

ANNUAL GENERAL MEETING

SUNDAY 24th MARCH 1996

2.00 to 4.30 pm to be held at

ALUMWELL JUNIOR SCHOOL
PRIMLEY AVENUE, WALSALL WS2 9UP

(The school is situated 400 yards from the M6 Motorway Junction 10 roundabout — in the direction of Walsall)

AGENDA

1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
   — Chairman
   — Membership Secretary
   —Treasurer
   — Spares Secretary
   — Editor
4. Election of Officers
5. Spares Secretaries Reports
6. Any other business

Notes:

Correspondence about the AGM — Any apologies for absence, informal enquiries about committee posts, nominations for committee posts etc should be sent to the Chairman no later than 11th March 1996.

Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand. The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

Any Other Business. This is an open forum session. The Chairman tries to get the rest of the meeting completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies, etc. If you come, try to bring details of your local events.

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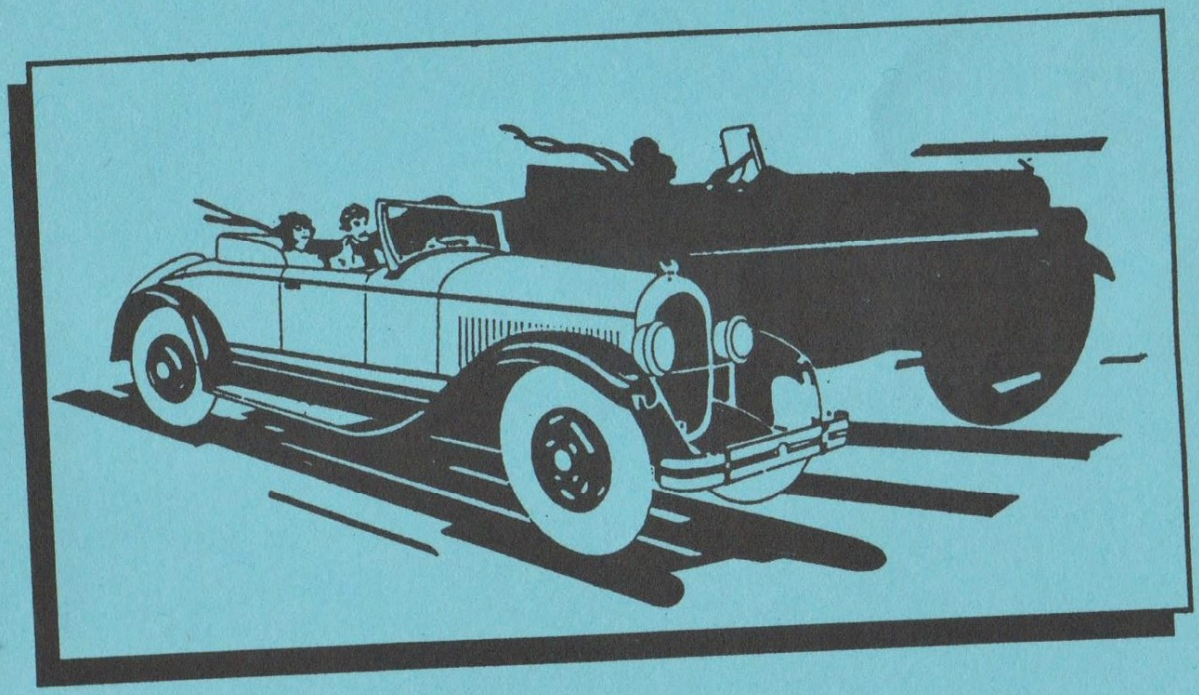

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from all your Committee Members

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